

STS-98 POST LAUNCH PAD DEBRIS INSPECTION REPORT
KSC Debris Team
08 February 2001

The post launch inspection of the MLP-2, Pad A FSS and RSS was conducted on 08 February 2001 from Launch + 12 to 14 hours. No flight hardware was found. The walkdown was delayed due to an IPR condition. This IPR was opened when bus 4A dropped out just after launch, resulting in the loss of four MLP HIMs.

Orbiter liftoff lateral acceleration data to predict stud hang-ups received from Boeing-Huntington Beach indicated that a hang-up had not occurred. No signs of stud hang-ups were detected in the visual inspection of the four south posts. Erosion was typical for the north posts. HDP-6 shoe shim material was debonded from the RH side. North holddown post blast covers and T-0 umbilical exhibited typical exhaust plume damage. Both SRB aft skirt GN2 purge lines were intact, protective tape layering was partially eroded.

The LO2 and LH2 Tail Service Masts (TSM) appeared undamaged and the bonnets were closed properly. The MLP deck was in generally good shape.

The GH2 vent line latched in the number eighth tooth of the latching mechanism. The GUCP 7-inch QD sealing surface exhibited no damage.

The OAA appeared to be intact with no evidence of plume impingement. All slidewire baskets were secured with no evidence of damage.

The GOX vent arm, hood, ducts and structure appeared to be in good shape with no indications of plume damage.

Large pieces of roofing material came off from top of the power sub-station building just west of pad apron. This material impacted a trailer near the Pad causing major damage to the trailer.

Debris findings included:

- South Flame Trench
 - A broken bolt/nut/washer assy (3" x .75" diameter)
 - A Safety shower sign
 - An identification tag (dog tag)
 - A pipe clamp (2" dia)
- 115' Level
 - A metal spring 9" x 1 " diameter.
- No flight debris was found on the Pad apron.
- No unusual debris items were found on the FSS

Overall, damage to the FSS/RSS and MLP appeared to be minimal. Minimal debris was noted on pad apron and FSS.

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Photos

